



Hongkong Daily Press

ESTABLISHED 1857

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PROCASTINATION
is bad at any time, but where eyes are concerned, delay may be injurious.

N. LAZARUS.
OPHTHALMIC OPTICIAN,
25, Queen's Road, C.T., HONGKONG.
From 10 to 6 p.m. daily.

No. 19,189 號九十八百一千九萬一第 日六初月十年未己 HONGKONG THURSDAY, NOVEMBER 27TH, 1919. 四拜禮 號廿月一拾年捌國民華中 PRICE, \$3 PER MONTH.

INTIMATIONS

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TELEPHONE 1919.

PEAK TRAMWAY COMPANY, LIMITED.

TIME-TABLE

WEEK DAYS.	
7.00 a.m. to 8.00 a.m. Every 15 minutes	
8.00 " " " " " " " "	10 "
8.30 " " " " " " " "	12 "
11.30 " " " " " " " "	15 "
11.45 p.m. to 12.00 p.m. " " " "	10 "
12.00 noon to 1.00 p.m. " " " "	12 "
1.00 p.m. to 2.00 p.m. " " " "	10 "
2.00 " " " " " " " "	12 "
2.30 " " " " " " " "	15 "
5.00 " " " " " " " "	10 "
5.30 " " " " " " " "	12 "
6.00 " " " " " " " "	15 "

NIGHT CARS.

6.50 p.m. 8.00 p.m. 9.30 p.m.
9.30 p.m. to 11.30 p.m. Every 30 minutes
11.45 p.m.

RAVENDALE.

Extra Car—12.00 Midnight.
SUNDAYS.

WEEK DAYS.	
7.30 a.m. to 10.30 a.m. Every 15 minutes	
10.30 " " " " " " " "	10 "
11.30 " " " " " " " "	12 "
12.00 noon to 1.00 p.m. " " " "	10 "
1.00 p.m. to 2.00 p.m. " " " "	12 "
2.00 " " " " " " " "	10 "
2.30 " " " " " " " "	12 "
5.00 " " " " " " " "	15 "
5.30 " " " " " " " "	10 "
6.30 " " " " " " " "	12 "

NIGHT CARS.

As on Week Days.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Building, Des Voeux Road Central.
Season and punch tickets available for all cars not already full running at the time stated in the Company's time-tables, but not for special cars, can be obtained on application at the Company's Office.
No Season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Compro Order representing Bank Notes.

JOHN D. HUMPHREYS & SON,
General Managers.

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after TUESDAY, SEPTEMBER 16TH, 1919, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

Stations	No. 1 Local	No. 2 Through	No. 3 Local	No. 4 Through	No. 5 Local	No. 6 Through	No. 7 Local	No. 8 Through	No. 9 Local	No. 10 Through	No. 11 Local	No. 12 Through	No. 13 Local	No. 14 Through	No. 15 Local	No. 16 Through	No. 17 Local	No. 18 Through	No. 19 Local	No. 20 Through	No. 21 Local	No. 22 Through	No. 23 Local	No. 24 Through
CANTON (Chai Sha Tau)	dep.	7.30	7.30	7.30	7.30	7.30	7.30	7.30	7.30	7.30	7.30	7.30	7.30	7.30	7.30	7.30	7.30	7.30	7.30	7.30	7.30	7.30	7.30	7.30
SHEN LUO	arr.	7.45	7.45	7.45	7.45	7.45	7.45	7.45	7.45	7.45	7.45	7.45	7.45	7.45	7.45	7.45	7.45	7.45	7.45	7.45	7.45	7.45	7.45	7.45
Shum Chun	dep.	7.50	7.50	7.50	7.50	7.50	7.50	7.50	7.50	7.50	7.50	7.50	7.50	7.50	7.50	7.50	7.50	7.50	7.50	7.50	7.50	7.50	7.50	7.50
Shungchi	dep.	7.55	7.55	7.55	7.55	7.55	7.55	7.55	7.55	7.55	7.55	7.55	7.55	7.55	7.55	7.55	7.55	7.55	7.55	7.55	7.55	7.55	7.55	7.55
Panling	dep.	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00
Tai Po Market	dep.	8.05	8.05	8.05	8.05	8.05	8.05	8.05	8.05	8.05	8.05	8.05	8.05	8.05	8.05	8.05	8.05	8.05	8.05	8.05	8.05	8.05	8.05	8.05
Tai Po	dep.	8.10	8.10	8.10	8.10	8.10	8.10	8.10	8.10	8.10	8.10	8.10	8.10	8.10	8.10	8.10	8.10	8.10	8.10	8.10	8.10	8.10	8.10	8.10
Shauki	dep.	8.15	8.15	8.15	8.15	8.15	8.15	8.15	8.15	8.15	8.15	8.15	8.15	8.15	8.15	8.15	8.15	8.15	8.15	8.15	8.15	8.15	8.15	8.15
Tsuen Wan	dep.	8.20	8.20	8.20	8.20	8.20	8.20	8.20	8.20	8.20	8.20	8.20	8.20	8.20	8.20	8.20	8.20	8.20	8.20	8.20	8.20	8.20	8.20	8.20
Hungshui	dep.	8.25	8.25	8.25	8.25	8.25	8.25	8.25	8.25	8.25	8.25	8.25	8.25	8.25	8.25	8.25	8.25	8.25	8.25	8.25	8.25	8.25	8.25	8.25
KOWLOON	arr.	8.30	8.30	8.30	8.30	8.30	8.30	8.30	8.30	8.30	8.30	8.30	8.30	8.30	8.30	8.30	8.30	8.30	8.30	8.30	8.30	8.30	8.30	8.30

UP TRAINS

Stations	No. 1 Local	No. 2 Through	No. 3 Local	No. 4 Through	No. 5 Local	No. 6 Through	No. 7 Local	No. 8 Through	No. 9 Local	No. 10 Through	No. 11 Local	No. 12 Through	No. 13 Local	No. 14 Through	No. 15 Local	No. 16 Through	No. 17 Local	No. 18 Through	No. 19 Local	No. 20 Through	No. 21 Local	No. 22 Through	No. 23 Local	No. 24 Through
East Ferry	dep.	7.30	7.30	7.30	7.30	7.30	7.30	7.30	7.30	7.30	7.30	7.30	7.30	7.30	7.30	7.30	7.30	7.30	7.30	7.30	7.30	7.30	7.30	7.30
KOWLOON	arr.	7.45	7.45	7.45	7.45	7.45	7.45	7.45	7.45	7.45	7.45	7.45	7.45	7.45	7.45	7.45	7.45	7.45	7.45	7.45	7.45	7.45	7.45	7.45
Hungshui	dep.	7.50	7.50	7.50	7.50	7.50	7.50	7.50	7.50	7.50	7.50	7.50	7.50	7.50	7.50	7.50	7.50	7.50	7.50	7.50	7.50	7.50	7.50	7.50
Tsuen Wan	dep.	7.55	7.55	7.55	7.55	7.55	7.55	7.55	7.55	7.55	7.55	7.55	7.55	7.55	7.55	7.55	7.55	7.55	7.55	7.55	7.55	7.55	7.55	7.55
Shauki	dep.	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00
Tai Po Market	dep.	8.05	8.05	8.05	8.05	8.05	8.05	8.05	8.05	8.05	8.05	8.05	8.05	8.05	8.05	8.05	8.05	8.05	8.05	8.05	8.05	8.05	8.05	8.05
Tai Po	dep.	8.10	8.10	8.10	8.10	8.10	8.10	8.10	8.10	8.10	8.10	8.10	8.10	8.10	8.10	8.10	8.10	8.10	8.10	8.10	8.10	8.10	8.10	8.10
Shungchi	dep.	8.15	8.15	8.15	8.15	8.15	8.15	8.15	8.15	8.15	8.15	8.15	8.15	8.15	8.15	8.15	8.15	8.15	8.15	8.15	8.15	8.15	8.15	8.15
Shum Chun	dep.	8.20	8.20	8.20	8.20	8.20	8.20	8.20	8.20	8.20	8.20	8.20	8.20	8.20	8.20	8.20	8.20	8.20	8.20	8.20	8.20	8.20	8.20	8.20
SHEN LUO	arr.	8.25	8.25	8.25	8.25	8.25	8.25	8.25	8.25	8.25	8.25	8.25	8.25	8.25	8.25	8.25	8.25	8.25	8.25	8.25	8.25	8.25	8.25	8.25
CANTON (Chai Sha Tau)	arr.	8.30	8.30	8.30	8.30	8.30	8.30	8.30	8.30	8.30	8.30	8.30	8.30	8.30	8.30	8.30	8.30	8.30	8.30	8.30	8.30	8.30	8.30	8.30

* Will stop at Tai Po and Shungchi for First-Class Passengers on Notice being given to the guard.

NOTICE TO PASSENGERS.

The Railway Administration do not guarantee that the ferries mentioned in this table will connect with the trains as shown.

SHA TAU KOK BRANCH.

fanling dep.	8.50	12.00	2.30	8.00	Sha tau kok dep.	7.05	10.30	1.05	5.00
Sha tau kok arr.	9.45	12.55	3.15	8.55	Fanling arr.	8.00	11.15	2.00	8.55

R. BAKER, Manager.

R. BAKER, Manager.

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TELEGRAPHIC ADDRESS: "DOCK" NAGASAKI.

GRAVING DOCKS AND PATENT SLIP.

Length on Keel Blocks ... 510 feet. Dock No. 1. Dock No. 2. Dock No. 3.

Width of Entrance on bottom ... 77 " 53 " 53 "

Water on Blocks at Spring Tide ... 38 " 34 " 34 "

PATENT SLIP—Capable of lifting vessels up to 1,000 tons gross.

Two Floating Cranes of 80 and 40 tons each, besides 160 tons Glass Crane.

KOBE WORKS.

TELEGRAPHIC ADDRESS: "DOCK" KOBE.

FLOATING DOCKS.

Lifting Power ... 7,700 tons. No. 1. No. 2. No. 3.

Max. Length of Ship taken ... 480 feet. 480 feet. 470 feet.

Max. Breadth of Ship taken ... 68 " 68 " 68 "

Max. Draft of Ship taken ... 32 " 32 " 32 "

Floating Crane of 40 tons weight, besides 100 Tipped Cranes.

HIKOSHIMA WORKS (Near Shimonoeki).

TELEGRAPHIC ADDRESS: "DOCK" HIKOSHIMA.

GRAVING DOCK.

Length on Keel Blocks ... 363 feet 10 inch.

Breadth at Entrance on bottom ... 58 " 0 "

Depth of Water on Blocks at Spring Tide ... 35 " 0 "

Floating Crane capable of lifting 30 tons weight.

THE NAGASAKI, KOBE AND HIKOSHIMA DOCKYARDS

are closely connected with each other, enabling them to co-operate in the prompt execution of work and to suit the convenience of customers.

Any Order will be promptly attended to and Estimate sent on application.

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JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION CO., LTD.

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Sailings:—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m. From Canton daily at 8 a.m. (Sundays excepted) and 6 p.m.

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Sailings:—Commencing from Monday, November 24th, during the docking of the "SUI TAI" and until further notice, the following will be the running of the Macao Steamers.

To Macao—Daily at 9 a.m. From Macao—Daily at 3 p.m. (Sundays excepted, at 4 p.m.).

Police Permits to leave the Colony are not required.

Further information may be obtained at the Company's Office, Hotel Mansions, or from Messrs. THOS. COOK & SON, Booking Agents, Hongkong.

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Science among the Chinese, by C. K. Edmunds ... 30

More Tribulations from the Chinese, by Arthur Waley ... 2.00

The Mastery of the Far East. Korea's Transformation and Japan's Rise to Supremacy. By A. J. Brown ... 15.00

Foreign Financial Control in China, by T. W. Overlach ... 4.00

THE CHINA YEAR BOOK 1919-1920 10.00

NEW FICTION: \$2.75 each.

Desire and Daylight, F. E. Penny. The Red Fox, Jack London.

A Man and His Lesson, W. R. Maxwell. His Majesty's Well-Beloved, Baroness Orczy.

The World of Wonderful Health, Temple Thurston.

Reamery Home from the War, Anthony Hope.

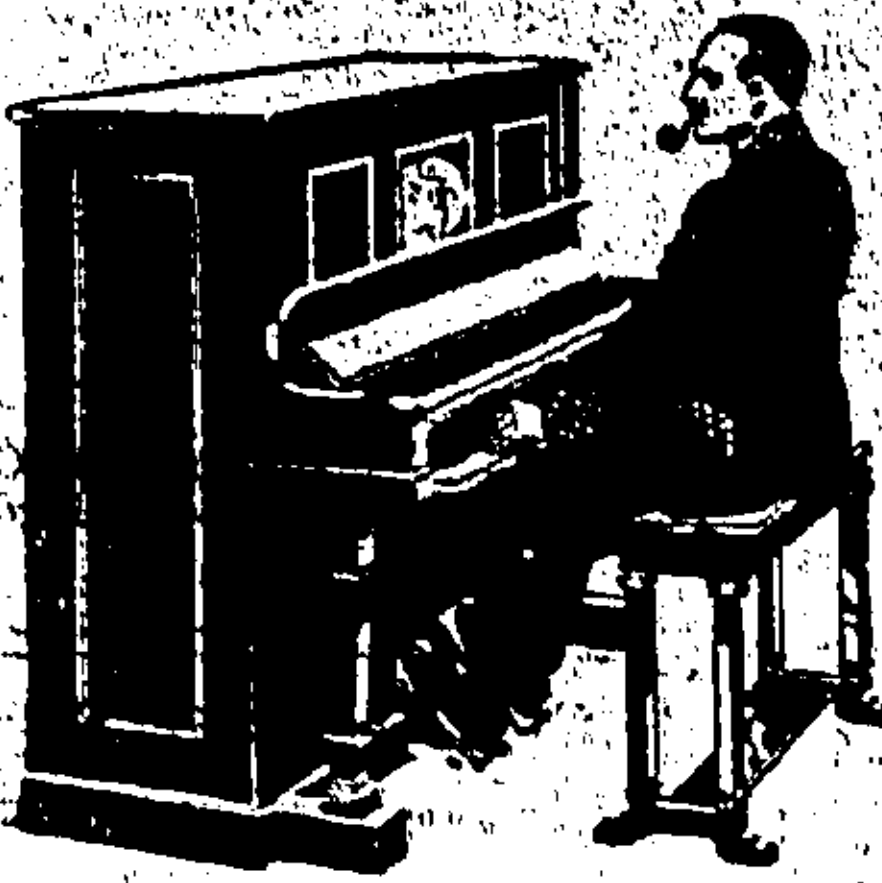
The Signet Ring, Nat. Gould.

The Story of Dreams, H. de Vere Stacpole.

Boche and Bolshewik, by Hereward T. Price ... 4.00

History

The distinctive devices
which give the
"Pianola" Piano its
supremacy



Long specialised manufacture of the "Pianola" has given it a soundness of construction found in no other piano-playing instrument, whilst its world-wide fame has given its manufacturer the pick of the most perfect expression devices ever invented. Unless the instrument you buy possesses the following exclusive devices you have a piano-player inferior to the genuine "Pianola" Piano.

- (A) The Automatic Sustaining Pedal operates the sustaining pedal at the proper time.
(B) The Themodiat enables the performer to accentuate the melody over and above the accompaniment.
(C) The Metrostyle is the exclusive device of the "Pianola" Piano that enables the performer to play with all the expression of a skilled musician.
(D) The Soft Pedal Lever (or half blow) makes the most delicate effects possible, particularly when the soft and sustaining pedals are used together.
(E) The Loud (or Sustaining) Pedal Lever may be used to obtain a sustained ringing tone independently of the automatic sustaining pedal.
(F) The Graduated Accompaniment enables the performer to subdue either the treble or bass portion of the accompaniment at will.
(G) The Tempo Lever controls the Metrostyle device and accelerates or retards the tempo as required.
(H) The Silent Lever enables the performer to pass over any portion of the music roll at will, without the notes being struck.

Only the "Pianola" Piano can give you the advantage of these devices and no other instrument is entitled to the term "Pianola" which is a trade mark.

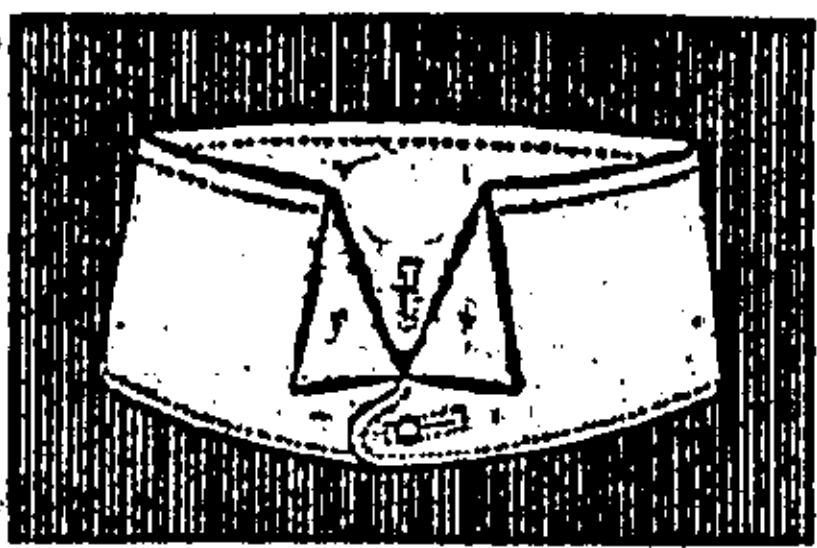
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[1106]

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PORTUGAL AND HER COLONIES

CLEAR STATEMENT DESIRABLE.

[FROM THE CORRESPONDENT OF THE LONDON "MORNING POST".]

Lisbon, October 6th.

Several newspapers, especially the *Diario de Noticias*, and the *Seculo*, are doing good work by keeping the subject of the Portuguese colonies before their readers. The Portuguese are perhaps slow in initiative, they require encouragement, and react but spasmodically against repression of any kind, but once they have a matter really at heart they can act with unswerving pertinacity. Once the subject of colonial development has reached this stage the future of Portugal will be assured. For the development of a great part of the Portuguese colonies much capital is essential, but in other parts the private enterprise of more humble workers under a stable administration, will be able to achieve much. Some Portuguese missionaries are proposing to go out, and as soon as communications are improved it is probable that private enterprise and capital will follow.

COLONIES NOT NEGLECTED.

But the Portuguese will require to be assured that their efforts will not be suddenly frustrated by some administrative measure or political change at Lisbon, and that they are working for themselves and their country. So long as some irresponsible newspaper from time to time suggests that Portugal is no coloniser, and should be deprived of her colonies, the impression created in Portugal is, to say the least, discouraging. It is forgotten that Portugal has not, as many persons seem to suppose, entirely neglected her colonies—in several of them progress has been marked—and that for years she has been struggling in the coils of a financial situation which was disastrous before the war and is now impossible.

The fair thing would be to tell Portugal plainly that no one at present dreams of depriving her of any part of her colonial empire, to render her all possible assistance in the matter of transport, and to see that she obtains a large sum to be employed in the building of colonial railways, especially those from the coast to the interior of Angola, and in otherwise developing the resources of the colonies. At the same time a formal understanding should be reached to the effect that if, in some thirty years, the Portuguese colonies are still exceptionally backward, their future should be submitted to the discussion and decision of an international council. The situation would then be quite clear, the Portuguese would know exactly where they are, and would have no need to be better themselves. They would also realise that foreign initiative and enterprise and capital, far from endangering her possession of Portugal's colonies, would tend to make it more secure.

TRANSPORT DIFFICULTIES.

It is largely a question of transport and rapid communications, and indeed, Portugal's whole future depends on a speeded up in this respect. At present the delays in post and telegraph are as great as during the worst days of the war, and as to transport to and from the colonies, the country is shocked by the incompetence shown in improving a service which is vital to Portugal under existing conditions. The problem required no vast intelligence but persistent uniform action, and this the changes of Ministry have rendered impossible. Thousands of tons of provisions, the scarcity of which is felt in Portugal, are wasting and rotting in the colonies. No doubt, starvation may be one of the penalties to be paid for the privilege of being democratically governed, but there are limits to a people's patience, and these seem likely to be reached during the approaching winter, and spring unless a new spirit, and above all, a spirit of continuity, be brought to bear on the whole question of provisions and communications.

PORTUGAL'S NEW PRESIDENT

Lisbon, October 6th.

To-day Admiral Canto e Castro ceases to be President of the Portuguese Republic and Dr. Almeida takes the oath before the Joint Assembly of Senators and Deputies. As leader of a small political party, Dr. Almeida strove and intrigued to obtain this position, but it is possible that he will not find it altogether comfortable. No Portuguese President has hitherto reached the end of his four years of office. Of Dr. Almeida's predecessors one resigned, one was expelled, one was shot, and the tenure of two was only provisional. Thus it is under the auspices of its sixth instead of its third President that the Portuguese Republic celebrates its ninth birthday.

Many object to Dr. Almeida as a party man, but others see in this some hope for the future, since a man as versed as he must be in all the pitfalls of party politics should surely be able to see the wisdom of widening his horizon and adopting a national policy.—*Morning Post*.

HONGKONG DEFENCE CORPS

NOTICE.

Hongkong Rifle League.—A practice shoot for possible and probable members of the H.K.D.C. team will take place at King's Park Range on Saturday, 29th inst., commencing at 2.30 p.m. Ammunition should be purchased at Headquarters not later than 1 p.m. on Saturday, 29th inst.

G. E. STEWART, Capt.
Adjutant, H.K. Defence Corps.
Hongkong, November 27th, 1919.

SOUTH PACIFIC TRADE SCOPE FOR BRITISH ENERGY

Mr. Thomas J. McMahon, an Australian traveller in the South Pacific Islands, described his impressions, with the aid of many lantern views, before the Royal Photographic Society on October 15th.

He emphasised the commercial possibilities and great resources of the Islands, and their importance to the British Empire. The British were the first to make the commercial discovery of the Islands, and he wanted to see British trade on the top and British influence what it had been. But it was now overshadowed by the energy of other nations, particularly the Japanese, whose advance had been startling since the war. The Australian fear was that unless there was a powerful effort towards revival, British influence must decline.

The insistence of the Japanese on a mandate for the Carolines and Marshalls, and the demand of the Germans before the signing of Peace for their former South Sea possessions, pointed to their great commercial possibilities. German New Guinea, which had an area of 100,000 square miles, was particularly fertile. The Germans could not colonise. British administration, however, had everywhere been very successful, and there was no word that the natives loved more than British. It had been the German dream to make New Guinea a stepping-stone to Australia and to form a German Empire in the South Pacific. Hence the German plans, including the construction of roads all over the island and the building of the biggest dock in the world. The natives had been famous as performers of the goose-step, but they were now famous for the help they gave to Australian administration.

The lecturer described the wonderful natural resources of the Islands, the development of which had been so rapidly advanced that it now represented ten million pounds a year of trade, and offered an expanding field for British enterprise.

MORE MERCHANT SHIPS.

BRITISH YARDS' INCREASED CONSTRUCTION.

Returns compiled by Lloyd's Register of Shipping show that there were 781 merchant vessels of 2,816,773 tons under construction in the United Kingdom at the close of the quarter-ended September. This showed the large increase of 293,000 tons as compared with the June quarter, and was over 1,070,000 tons more than the work in hand twelve months ago. The largest increase took place on the Clyde, where there were 292,288 tons under construction.

Vessels commenced during the quarter ending September represented about 714,000 tons, and included many of large size. There were then building 151 vessels of 6,000 tons and upwards, as compared with 129 at the end of June. The vessels of 10,000 tons and upwards amounted to 42. The output during this quarter, however, showed a decrease of about 112,000 tons as compared with that of the previous quarter. The total building abroad—2,331,800 tons—was about 268,000 tons lower than the total building at the end of June. This was due to a considerable decrease in the tonnage building in the United States, which aggregated 3,470,748 tons. The figures for Italy included the work in hand at Trieste, amounting to 110,000 tons. In Holland there was an increase of 69,000 tons, and in France of 65,000 tons. The world's total—8,048,592 tons—was about 31,000 tons higher than the figures recorded for June.

SHIPPING AMALGAMATIONS.

COASTING TRADE DEAL.

Liverpool, October 14th.—An important amalgamation of coastwise shipping services is announced. The firm of Messrs. Langlands and Sons, Glasgow and Liverpool, has passed under the control of Messrs. Powell, Bacon, and Hough (Limited), Liverpool, who are interested in the coastwise shipping trade and are grouped together under the title of the Coast Line.

Nothing can be learned of the price at which Messrs. Langlands have parted with their interests to the Coast Line, but it will probably run into seven figures, as they are the owners of an excellent fleet of thirteen vessels, the value of which at present day figures will be very high. Messrs. W. R. Smith and Sons, Cardiff, have purchased seven vessels of 37,900 tons deadweight from the English Steamship Company, run by Messrs. L. E. E. E. and David Swanson. The purchase price is stated to be something over £750,000. The acquisition places Messrs. Smith in control of 23 steamers, totalling over 187,200 tons deadweight, the biggest trading fleet owned in South Wales.

MURDER MYSTERY

INDIAN TROOPERS ARRESTED.

Two Indian troopers of the Hongkong Singapore Battalion, B.G.A.—Fatai Isai and Ibar Khan—were charged at the Magistrate's yesterday, with the murder of Gunner Delal Khan of their corps on July 22nd.

Both defendants, who are comparatively young men, pleaded "not guilty" to the charge. The hearing was formally remanded for a week. On July 22nd, in the afternoon, the Police discovered the body of the Indian gunner lying on the road, opposite King's Park. The body was covered with wounds and strangulation was also suspected. The police had no clue but pursued their investigations.

CHEUNG CHAU ISLAND MURDER

TWO MEN IN THE DOCK.

The hearing was commenced at the Magistrate's yesterday, of the charge against two Chinese of murdering one woman and wounding another, with intent to kill, at Cheung Chau Island.

Mr. Leo Longinotto, Assistant Crown Solicitor, who prosecuted, stated that the murder was committed in an unnumbered matted in San Hing Street. The house was occupied by a woman, her daughter, who was murdered, and several grandchildren. The deceased girl occupied the back cubicle, and the mother, the front part of the house. On the night of the murder, following the usual custom, the doors were fastened and the people in the house went to bed. At about 2 a.m. the mother was awakened by hearing her daughter cry out "Save life!" The mother went to her daughter's cubicle, and on the way was met by the two prisoners, who attempted to kill her. In the struggle her shoulder was cut. The men then made off, but were subsequently arrested by the Police. On entering the back cubicle the mother found her daughter dead with her throat cut. The only evidence was that of the mother and her grandson. No motive had been discovered at present for the murder. The woman knew both prisoners very well; in fact one of them had lived in her house for some time.

The hearing was adjourned till to-day.

INTERCESSION FOR MISSIONS.

A Special Service of Intercession for Missions was held in St. John's Cathedral last evening. The first part of the service was conducted by the Rev. H. Copley Moyle. The lesson was read by the Rev. Lee Kau Yan, incumbent of St. Stephen's Chinese Church, Hongkong, and the sermon was preached by Dr. Lander, Bishop of the Diocese.

In the course of his remarks the Bishop stated that the observance of an annual period of intercession for missions throughout the English Church dated from 1872. Since then a great change had come over the Church with regard to missions. In those days even bishops and clergy were often apathetic, now they recognised that the Church existed chiefly to make Christ known to the world. Then the Press was antagonistic. The *Times*, in an article, said: "An ordinary Englishman has seen almost every human or brute native of foreign climes, but few can say they have seen a missionary or a native convert." From 1873 onward missionary interest had been steadily rising amongst the best-informed and most earnest-minded Church people. We needed this United Missionary Intercession because the work to be accomplished must be spiritual. Missionaries of all denominations agreed that they were helpless against the force of prejudice and ignorance except in so far as the spirit of God was with them. To-day, the Church needed better organization, new buildings, new subscribers, and more missionaries, but she needed most of all a fresh outpouring of the Spirit of God. The "Acts of the Apostles" might be called the Acts of the Missionaries, and were full of references of the power of the Holy Spirit as the secret of their success. Prayer for that spiritual and winning force must be sincere and it involved righteous lives on the part of the intercessors. It was the prayer of the righteous man that exerted a mighty influence (James 5, v. 16). It must be united. When the disciples were of one accord the Spirit was given, and when Christians were of one accord in praying for missions the world would be evangelized. It must be more expectant than in the past. We needed a bigger vision and greater faith. We ought to be animated of our timid and tepid requests. We needed to practice William Carey's motto: "Expect great things from God, and attempt great things for God."

HONGKONG FUND FOR WAR-DEVASTATED VILLAGES IN FRANCE.

PANSY PAY FUND.

The following donations are gratefully acknowledged:—

H.E. Sir Reginald Stubbs, K.C.M.G.	100
H.E. Vice-Admiral Sir Alexander Duff, K.C.B.	50
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Mr. N. L. Watson	25
Mr. C. H. P. Hay	25
Mr. W. Sinclair	25
	\$1,106

Further subscriptions are invited and may be sent to the Hon. Treasurer, Mr. H. Matheson, c/o Chartered Bank of India, Australia and China.

INTIMATIONS

A. G. DA ROCHA,
IS THE AUCTIONEER.

A. G. DA ROCHA,
AUCTIONEER, SURVEYOR AND
GENERAL BROKER.

Queen's Road Central, Telephone No. 5932.

FAVoured with instructions from
The Concerned.

will sell by Public Auction, TO-DAY
(THURSDAY), November 27th, 1919,
at 2.15 P.M.,
at his Sales Room.

HOUSEHOLD FURNITURE AND
EFFECTS:

Wardrobes, Desks, Chairs, Chest of
Drawers, Dressing Tables, Bookcases, Arm-
chairs, Curloes, Crickets and Glassware,
Brass Ornaments, Vases, Pictures, Ice Boxes,
Bedsteads, Clocks, Typewriters, Tablecloths,
Mattresses and a long line of Sundries.
Terms—Cash on Delivery.
Hongkong, November 25th, 1919.

A. G. DA ROCHA,
AUCTIONEER, SURVEYOR AND
GENERAL BROKER.

Queen's Road Central, Telephone No. 5932.

FAVoured with instructions from
The Concerned.

will sell by Public Auction, on MONDAY,
December 1st, 1919, 11 A.M.,
at his Sales Room.

1,500 lbs. Assorted Chocolate in Fancy
Boxes, in very good condition (1 lb. 1 lb. and
5 lbs. Boxes)—will be sold in small lots.
Terms—Cash on Delivery.
Hongkong, November 25th, 1919.

ITALIAN CONVENT BAZAAR.

On SATURDAY,
(NOVEMBER 29th, and the following day),
Commencing each day at 10 A.M.

LADIES' DRESSES, CHILDREN'S FROCK-
TAKES COVERS, HANDKERCHIEFS,
BOYS' TUNIC AND SAILOR SUITS,
AND JEWELLERY.

In a large variety of styles.

"LUCKY WELL" (F. TOYS)

Children's Stall of Xmas Toys, Dolls,
Balls, etc. Sweets and Confectionery of
every description.

Hongkong, November 28th, 1919.

HONGKONG HOTEL.

TEA DANCE

will be held on the following Day

during the month of NOVEMBER

From 4.30 to 7 p.m.

TO-DAY (Thursday), 27th.

Admission to Dance Room

Each Day \$2 per head, including

Tea.

J. H. TAGGART
Manager.

[1465]

FOR SALE

POSTAGE STAMPS CATALOGUES.

TANLEY GIBBONS 1919

British Empire at \$2.25

BRIGHT & SON'S A.B.C.

Continent of Europe &
its Colonies 1918-1919 at \$1.75

Foreign Countries 1918-
1920 at \$1.75

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1919 at \$2.00

YVERT ET TELLIER'S 1919 at \$1.00

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No. 10, WYNDHAM STREET,

HONGKONG.

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TRY JAPANESE CHOW

Sukiyaki, Tonkatsu, Chiri, Yosenabe

Tonfuru, Kakigori

Just the season and best cooking

HOTEL CHITOSE

1st Class Hotel

No. 6, HAU FUNG LANE.

397

FRENCH LESSONS

G. MOUSSON

15, MORRISON HILL ROAD.

[51]

NOTICES TO CONSIGNEES

AMERICAN AND MANCHURIAN LINE.

NOTICE TO CONSIGNEES FROM NEW YORK.

THE Steamship
"CITY OF NEWCASTLE"
having arrived, Consignees of Cargo are informed that all Goods are being landed at their risk into the Hazardous and/or Extra Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained. No claim will be accepted after the Goods have left the Godown, and all Goods remaining undelivered after the 30th November will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 27th December, 1919, or they will not be recognized.

All Broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays & Fridays between the hours of 10.45 a.m. and Noon, within the free storage period.

No Fire Insurance has been effected. Bills of Lading will be countersigned by THE BANK LINE, LTD., General Agents.

Hongkong, November 24th, 1919. [1562]

INDO-CHINA STEAM NAVIGATION CO., LTD.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship
"CHAKSANG"

Having arrived from above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Hazardous and/or Extra Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained. No claim will be accepted after the Goods have left the Godown, and all Goods remaining undelivered after Nov. 29th, will be subject to rent.

All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, November 24th, 1919. [1563]

NOTICE TO CONSIGNEES

OCEAN STEAMSHIP COMPANY, LTD.

AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer

"KNIGHT TEMPLAR"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk. The Cargo will be ready for delivery from Godown on and after Nov. 24th.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.

No claim will be admitted after the Goods have left the steamer's Godown and all goods remaining undelivered after Dec. 1st will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before Dec. 15th, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, November 24th, 1919. [1566]

STRUTHERS & DIXON, (INC.)

NOTICE TO CONSIGNEES.

FROM SEATTLE

THE Steamship
"ELKHORN"

having arrived from Seattle via ports, on November 24th, 1919, Consignees are hereby notified that their Cargo is being landed at their risk into the Hazardous and/or Extra Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees' risk.

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Import & Exports, Hongkong, before Bills of Lading will be countersigned.

All Broken, chafed and damaged Cargo is to be left in the Godowns where it will be examined at 10 a.m. on December 1st, 1919, by the Company's Surveyors, Messrs Cammell & Clarke.

All Claims must be presented within thirty days of the steamer's arrival, hereafter which they cannot be recognized. No claim will be recognized after the Goods have left the Godowns, and Cargo undelivered on and after December 1st, 1919, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

STRUTHERS & DIXON, INC., Agents.

1st Floor, Powell's Building, 24, Des Voeux Road, C.

Hongkong, November 24th, 1919. [1578]

WAI KEE

FLAG AND RAILMAKER.

No. 128, Des Voeux Road, Central.

Top Floor.

HONGKONG.

Telephone No. 1233.

ARMED BANDITS IN MOTOR-CAR.

MONEY-CHANGER'S SHOP RAIDED.

ONE MAN KILLED; SEVEN PERSONS INJURED.

THREE ROBBERS ARRESTED.

A most daring robbery was perpetrated in the heart of the City of Victoria, yesterday afternoon, when six bandits, armed to the teeth, raided a money-changer's shop, No. 40, Des Voeux Road, stole \$4,000 in money, and in attempting to escape in a motor-car shot at and wounded two Chinese detectives and about four passers-by, one of whom subsequently succumbed to his injuries. Two of the robbers were wounded in the exchange of shots and were arrested, while a third, who sought refuge in a tea-shop, was followed by Sergeant Clark and arrested after a long struggle. This man shot at his pursuer, but, fortunately, the bullet only grazed the Sergeant's thigh.

THE ATTACK ON THE SHOP.

The details of the incident savour much of the "Deadwood Dick" type of cinema story. For the first time in the annals of local crime a motor-car was used. It appears that at about 1.45 p.m. motor-car No. 261, belonging to the Star Garage, was travelling along Queen's Road, without any passengers, when it was stopped by a Chinese of medium stature, who engaged it. He and five others, who looked like ordinary Chinese of the better class, got into the car and directed the chauffeur to drive to No. 40, Des Voeux Road West, a money-changer's establishment. On arrival, the robbers got out, walked into the shop, and immediately opened fire on the inmates, none of whom, however, was hurt. The robbers quickly seized the money-box, which contained about \$4,000, and ran out of the place.

POLICE TAKE UP THE CHASE.

As soon as the robbers left the premises police-whistles were blown, and an Indian constable, who was patrolling the district, hastened to the spot in time to see the robbers re-enter the car. The constable immediately opened fire, which was returned by the fugitives. By this time telephone messages had been sent to every Police-station in the island, and a large posse of constables—Europeans, Indians and Chinese—under command of Mr. C. G. Perdue, A.S.P., and Chief Inspector Kerr immediately proceeded to Kennedy Town.

The robbers threatened to shoot the chauffeur if he did not put on speed and, followed by several policemen, who were keeping up a fusillade, the car turned into Belcher's Street and up to Collinson Road, near the searchlights. For a time the Police lost sight of the men, when suddenly shots were heard in the direction of Kennedy Town. The robbers, it appears, stopped the car in Collinson Road and dispersed in different directions.

ARREST OF TWO MEN.

A large crowd of people had collected and a systematic search of the thoroughfares in Kennedy Town was being carried out when one of the fugitives was noticed making off in the direction of the Tung Wah mortuary. Some Indian constables and a few Chinese detectives gave chase, and the man, turning round, shot at two detectives, wounding them in the leg and arm respectively. A shot from an Indian constable wounded the robber in the leg and he collapsed. He was immediately arrested, and on his person a quantity of bank notes was discovered.

ANOTHER ROBBER WAS ARRESTED A FEW MINUTES LATER AFTER BEING SHOT IN THE HAND BY DETECTIVE-SERGEANT FIELD.

On him, also, were found several bank-notes amounting to \$80. As a result of the interchange of shots, four onlookers were injured. They were removed to hospital.

NARROW ESCAPE OF SERGEANT CLARK.

Sergeant Clark, noticing an armed man running in the direction of Smithfield Street, gave chase. The robber fired at the Sergeant, who returned it. The man, finding his escape likely to be cut off, entered the Tsui Yuk Chuk restaurant and ran up the staircase, followed by the Sergeant. On the staircase he turned and fired at his pursuer, the bullet grazing the Sergeant's right thigh. Sergeant Clark grappled with his assailant, and, after a severe struggle, overpowered him, with the assistance of two constables who were attracted to the spot by the report of firearms. This prisoner proved to be the leader of the gang.

SEARCHING THE HILLS.

Three of the other robbers made good their escape in the direction of the hills by the side of Victoria Road, and a detachment of fifty policemen was sent to search for them. No information has been received of any further arrests.

The injured men were all removed to the Government Civil Hospital.

(Continued at foot of next column.)

AMMUNITION IN CUBICLES.

CHINESE WOMAN FINED \$1,000.

Resulting from the discovery of four brand-new revolvers and 900 rounds of ammunition in a house in Des Voeux Road, two Chinese women and a boy were charged at the Magistracy, yesterday, with unlawful possession.

Mr. E. B. Potter appeared for one woman and the boy and Mr. C. H. Lyson for the other woman.

Sergeant Lannigan said that, on the morning of November 21st, he and two Chinese detectives raided the house.

Three revolvers were found in the first cubicle occupied by Mr. Potter's two clients. Another revolver and 800 rounds of ammunition were concealed underneath a stack of wood opposite the cubicle, while a further 100 rounds of ammunition were discovered in an unoccupied cubicle. Nothing incriminating was found in the cubicle occupied by Mr. C. H. Lyson's client.

Cross-examined by Mr. Potter, witness said that three of the revolvers were found underneath a bed. They were not concealed in any way.

In reply to Mr. Lyson, witness stated that he arrested the second woman because she was found on the premises. If he had let her go, the other two accused might have blamed her for the offence.

Mr. Potter contended that there was no evidence against the boy, except that he, also, was found on the premises. The first woman claimed the ammunition.

Sergeant Lannigan replied that the boy had made a statement that the ammunition was given to him by a man.

Mr. Potter maintained that when the ammunition was found it was not in the youth's possession. The cubicle was rented by the woman who is his mother.

Mr. Hutchison stated that, as there was no evidence against Mr. Lyson's client, he would discharge her. As regards the youth, the only evidence was that he was found in the cubicle, which he did not own. He, too, must be discharged.

There was no doubt that somebody was dealing in arms. He fined the other woman \$1,000, with the alternative of six months' hard labour.

THE CHAUFFEUR'S STORY.

The Police traced the car in which the robbers travelled and examined it. There were several marks in the hood where bullets had penetrated. The chauffeur, who was examined, stated that the men were all dressed in black. One of them engaged his car in Queen's Road, and when the party got into it they ordered him to drive to Des Voeux Road. One man remained in the car while the others alighted. He did not see any sign of revolvers. The men entered a shop, and a few minutes later he heard sounds of firing. He then saw a crowd of people running in the direction of the car. He attempted to leave the car and run away, but the man who had remained in it seized him by the legs and threatened to kill him. The other men then re-entered the car, and levelling revolvers at him, ordered him to drive at full speed. He went along the Prays and into Salt-fish Lane, the robbers in the meantime firing several rounds. When Belcher's Street was reached the men ordered him to stop. They got out of the car and ran in the direction of Kennedy Town, firing all the way. An Indian constable was the first to commence shooting at the robbers. He was so scared that he was unable to identify them.

CHINESE DETECTIVE'S STORY.

A Chinese detective was overheard telling another detective that he followed a robber right into Victoria Road. He was on the point of seizing the man when the latter turned round and pointed two revolvers at him. The detective, being unarmed at the time, was unable to prevent the robber from getting away. The man escaped in the direction of the hill-side.

Several cartridges, empty and loaded, were discovered in the car. The Police believe the men discharged their revolvers in the car. The bullets were of different calibres, some very deadly. Inspector Macdonald, of West Point, and his band of men, assisted by reinforcements from other stations, scoured the hills for hours. That the robbers were a desperate gang is evident from the fact that they committed the offence in broad daylight and were fully prepared for all emergencies.

LATER.

Later information states that none of the other three robbers was arrested, although the Police searched till late in the evening. Of the \$4,000 stolen, \$3,000 have been recovered by the Police.

Police-sergeant Field was also shot at by the robbers, but was unhurt. Two of the robbers in the money-changer's shop, but the Police are unable to state definitely at the moment whether that is correct or not. A Chinese detective, who was shot in the stomach, is reported to be in a hopeless condition. Preparations were made last night to take his dying depositions. The two wounded robbers are believed to have come to the Colony from San Tak quite recently.

S1 O.B.T.

HOCKEY.

HONGKONG R.C. 2. HONGKONG-SINGAPORE R.G.A. 0.

Playing ten men, the Hongkong H.C. did very well in defeating the Hongkong-Singapore R.G.A. hockey team at Happy Valley yesterday. The Club were not as strong as they might have been, the Ryngas, Wood and Brand being noteworthy absentees. E. L. Sim made his first appearance this season, and proved to be a clever forward, thoroughly conversant with the finer points of the game. J. P. Jones, who was also making his initial appearance, added to the defence. He is an improvement on Piercy. The soldiers' eleven were not anything out of the ordinary. Their forwards, lacking efficient combination and the outside right was lamentably slow. The game was spoilt by the uneven nature of the ground. It was obvious that both sides could have played better hockey on a truer ground. A feature of the game was the very conscientious refereeing, scarcely an off-side passing undetected.

The soldiers' assumed the aggressive from the bully-off, and for a few minutes the ball remained in Club territory. The combination of their forwards was not quite good enough to beat Hickling and Jaiton at back. Once a goal seemed likely but the ball went just wide of the goal post. When the Club rushed soon after, they looked more like scoring. Evans, Sim and Mackenzie, working hard, managed to take the ball near the soldiers' goal and several exciting mêlées took place. Once it seemed as if Evans and Hodgson had the goal at their mercy, but they missed their respective shots.

In spite of the fact that the Club were only playing ten men, the game was very even during the remainder of the half. Neither set of forwards was conspicuous for clever play, the Club front line being of course disorganised by the fact that they were playing a man short. The backs on both sides played very well, especially the soldiers' pair who were called upon to save their side more than the opponents. Whenever the soldiers' forwards rushed, they found Railton and Hickling more than a match for them. There was one very exciting minute in the soldiers' goal mouth just before the interval when Edmonds all but scored. The soldiers' defence bunched up in front of their goal, and the pressure was relieved. The interval came with neither side having scored.

The soldiers had the better of the game for the first few minutes of the second half, and gave the Club defence an uncomfortable time. They all but scored off the high kick, followed the "bully-off." Railton saved the situation with a fine shot. The Club forwards then seemed to improve, and made very strenuous efforts to score. Sim, after a pretty bit of dribbling, once gave Mackenzie a good chance, but the latter was tackled just in time by Dale. Then Edmonds got a possible chance and ran as far as the goal-keeper, who saved. The next man to be conspicuous was Evans, who once ran down nearly the whole length of the field and was only stopped at the goal-mouth by the "custodian" blocking the way. A little later, the Club scored their first goal. Sim dribbled the ball and gave it to Mackenzie. The latter centred in the nick of time to Evans who made no mistake with his shot. The Club followed up this success with another fine goal. Sim took the ball up all by himself almost from midfield. He missed his shot but finding the ball still at his feet, tipped it to Evans who found the net. The Club remained on the aggressive and continued to the best advantage for some clever play. Once a shot from him from close quarters was kicked out by the goal-keeper. The soldiers' forwards made some fierce attacks in the last few minutes of the game, but they were unable to score and the game ended in a win for the Club by 2 goals to nil.

The Club played well, individually and collectively. The soldiers, who kept goal, must learn to kick the ball more instead of endeavouring to hit it. Railton has a tendency to keep the ball too long instead of getting rid of it. Hickling and the three halves, Jones, Mitchell and Martin, were very sound. Sim and Evans were the most conspicuous forwards, but the others also worked hard. The soldiers' backs put up a very stubborn defence, but the best man on their side was the centre-half, who did his level best in assisting both the defence and the defence.

CRICKET.

CIVIL SERVICE 2nd. XI. v. QUEEN'S COLLEGE.

In this match, to be played on the Civil Service ground on Saturday, commencing 2 p.m., the Civil Service team will consist of W. Hill (capt.), S. N. Piercy, R. T. Taylor, E. Brown, S. E. Alderman, H. E. Strange, R. Bearn, E. W. Sandford, E. O. Fincher, G. P. Knight and D. Lyon. Reserve: G. H. Haskett and S. Hamer.

OPIMUM CASES.

DRUG FOR MEDICINAL PURPOSES.

A Chinese was charged at the Magistracy yesterday with being in unlawful possession of a quantity of liquid opium. The defendant stated that he came to the Colony from Amoy and was on his way to Singapore. He intended using the drug for medicinal purposes.

Mr. Hutchison fined defendant \$500.

A woman was leaving for Canton when she was searched and some opium was found underneath her jacket. She was charged yesterday with being in unlawful possession of opium. She said that she was charged to convey the drug to the country.

Mr. Hutchison fined defendant \$250.

SELECT YOUR COLD WEATHER

UNDERWEAR AND HOSIERY AT

LANE, CRAWFORD & CO.



The new Winter Wear for Men is now being shown. Come and see the latest styles and designs—in Scarves, Silk Handkerchiefs, Ties—in Headwear and in every requisite for Evening Wear.

WINTER UNDERWEAR

We have a large stock of Woollen Underwear in all weights and sizes.

MORLEY'S SHEETLANE-SOFT WOOL (HEAVY)

VESTS sizes 32" to 38" ... \$5.75 each.
PANTS " 32" to 38" ... \$5.75 pair.

THETA ALL-WOOL LLAMA (LIGHT)

VESTS (half sleeves) \$3.50 to \$4.50.
DRAWERS (to-calf) \$3.50 to \$4.50.

STOCKED IN ALL SIZES 32" to 48"

WOOLLEN SOCKS

Men's Ribbed Woollen SOCKS, in medium and heavy weights. They are all strong and reliable and represent the height of comfort for Autumn and Winter wear. Made in sizes to suit all.

Prices per pair \$1 to \$3.50.

JAEGER'S

KNITTED WAISTCOATS

SWEATERS

CARVES GLOVES

DRESSING GOWNS Etc.

LANE, CRAWFORD & CO.



UNIVERSAL IMPORT & EXPORT CO.

GENERAL COMMISSION AGENTS

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P.O. BOX 314.

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"VIOTYP" TYPEWRITERS.

Put it in your pocket before you start and you will then be able to type on roads. The Viotype typewriter which enables you to do this is the SMALLEST, LIGHTEST, and most reliable in the world. It is a marvel of ingenious mechanism.

Owing to the high rate of Exchange we have now reduced our prices to \$115 & \$200.

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- | | | |
|-------|----------------------------------|-----------------|
| A5859 | Witches' Dance | Eddy Brown |
| | Variations on a theme by Corelli | |
| A5843 | Thais | Kathleen Parlow |
| | Concerto in E Minor | |
| A5810 | Nocturne in E Minor | Eddy Brown |
| | Caprice Basque | |
| A2162 | Valse Bluettes | Kathleen Parlow |
| | Minuet in G | |
| 49454 | Humoreske | Tosca Seidel |

Anderson Music CO., LTD.

16, Des Voeux Road.

Tel. 1322.

Powell Ltd

TELEPHONE 346

"THE TA"

UNDERWEAR

Is absolutely all wool and unshrinkable. It is made by one of the oldest makers of Underwear in the United Kingdom, comfort being assured.

WE STOCK IT IN ALL WEIGHTS.

KNITTED WAISTCOATS AND SWEATERS.

GLOVES, SOCKS, Etc.

NEW ADVERTISEMENTS

HONGKONG POLICE.

THE HONGKONG POLICE VICTORY BALL will be held at the City Hall on FRIDAY, December 19th, 1919. Dancing to commence at 9 P.M.
W. M. HENDERSON, SGT.
Hon. Secretary,
Hongkong Police Station,
Hongkong. [1563]

HONGKONG GYMKHANA CLUB.

THE ST. ANDREW'S MEETING.
in aid of
THE DEVASTATED VILLAGES OF FRANCE
FUND
to be held at the
HAPPY VALLEY
at 2.30 P.M.
on SATURDAY, NOVEMBER 29th, 1919.

By kind permission of Capt. R. G. H. Henderson, C.B. and Officers, the Band of the H.M.S. Hawkins and also by kind permission of Major T. M. Wackerplass and Officers the Pipes of the H.K.S. R.G.A. will play during the afternoon.

ENTRANCE \$1.00.

It is hoped that Members of the Jockey and Gymkhana Clubs will purchase Tickets and not avail themselves of their Season Tickets.

H. B. L. DOWLING,
Hon. Secretary,
Hongkong, November 25th, 1919. [1575]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that CERTIFICATE No. 5 NS 5335 dated Hongkong November 8th, 1919 for five shares numbered 2654 to 2658 and 5332 to 5335 inclusive all registered in the name of HO BIKU PO has been LOST or STOLEN, and should this Certificate not be produced to the Bank before the 25th day of December, 1919, a new Certificate for the shares will be issued and the aforesaid Certificate No. 5 NS 5335 will be thereafter treated by this Corporation as NULL and VOID.

By Order of the Chief of Directors,
N. J. STARR,
Chief Manager,
Hongkong, November 25th, 1919. [1575]

GLEN LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES
FROM UNITED KINGDOM, COLOMBO AND STRAITS.

THE Steamship
"GLENAPP"

having arrived from the above ports. Consignees of Goods by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves delivery may be obtained.

Goods not cleared by Dec. 3rd, 1919, as F.V.B. will be subject to rent. All broken, damaged and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard & Douglas, on Dec. 3rd, 1919, at 10 A.M. Unclaimed Goods must be presented within 30 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.
Hongkong, November 25th, 1919. [1577]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. CO. Steamer

S.S. "KASHGAR"

Arrived Hongkong, 26th November, 1919.

FROM LONDON, MARSEILLES, PORT SAID, BOMBAY, COLOMBO

& STRAITS.

Consignees of Goods by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignee will be sorted out Mark by Mark and delivery can be obtained as the goods are landed.

Optional goods will be landed here under instructions have been given to the wharves 6 hours before arrival of the Steamer.

Goods not cleared within eight days, including date of arrival, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages may be left in the Godowns for examination by the Consignees, and the Company's surveyors, Messrs. Goddard & Douglas, at 10 A.M. on Mondays and Thursdays.

All claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the Steamer has left the Godowns.

MACKINNON, MACKENZIE & CO., Agents.
Hongkong, November 25th, 1919.

INTIMATIONS

HONGKONG BOXING ASSOCIATION.

It is proposed to form an Association to promote BOXING COMPETITIONS in the Colony. All those interested in the project are requested to attend at the Offices of Messrs. JACKSON, STOKES & MARTIN, Prince's Buildings, (First Floor) TO-DAY (THURSDAY), NOVEMBER 27th, at 5.30 P.M.

H. J. GEDGE,
F. C. JENKIN,
J. C. WILDIN.
[1570]

TULU BENUT CONSOLIDATED RUBBER CO., LTD.

SUBSCRIPTION LIST CLOSES on THURSDAY, DECEMBER 4th. Draft prospectuses can be had on application to the Underigned.

BENJAMIN & POTTS,
VERNON & SMYTH,
Hongkong, November 25th, 1919. [1569]

NOTICE.

REFULSE-BAY HOTEL.

Order to enable the Contractors to complete the work in connection with the above Hotel at the earliest possible date without interruption, and in order to avoid all possibility of damage to the Flooring, Tiles, Pains Work, etc., the public are requested to kindly abstain from visiting the Hotel as on and from this date until the completion and formal opening of which due notice will be given by Advertisement in the Local Newspapers.

The Management of the Hotel feel sure that they may rely upon the ready co-operation of the public in the foregoing regard.

Dated this 26th day of November, 1919.
For THE HONGKONG HOTEL CO., LTD.
Proprietors of the REFULSE-BAY HOTEL,
J. H. TAGGART,
Manager. [1495]

NOTICE.

ALL Persons with the exception of persons of Chinese race, wishing to leave the Colony must have in their possession a VALID PASSPORT. Passports not in possession of persons will not be allowed to leave the Colony.

All persons, with certain exceptions, who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION OF PERSONS ORDINANCE, 1916.

Forms of Registration, giving the particulars required, may be obtained at the G.P.O. and at all Police Stations.

The Penalty for non-compliance is a fine not exceeding \$50.

E. D. C. WOLFE,
Captain, Superintendent of Police,
Hongkong, September 2nd, 1919. [1570]

MOTOR BOAT "WEGELAND"

TENDERS are invited for the purchase of the above BOAT, as she lies in damaged condition in the Harbour. For particulars apply to Warrin Shokwai, Shimonoski.
Hongkong, November 17th, 1919. [1537]

LOST.

A Dark Brindle Bull PUP Bitch. Finder will be rewarded.
Reply to—Box No. 1474,
Care of "Daily Press" Office.
[1474]

TO LET.

FURNISHED, No. 87, THE PEAK (No. 1, Street Terrace) containing 3 Bedrooms and Bathrooms, hot and cold water, Drying Room, Dining Room, Drawing Room, Sitting Room and usual Offices, also Large Garden.
Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.
Aldrich Building. [1571]

TO SUB-LET.

NO. 4 HART AVENUE, Kowloon.

Apply to—Box No. 1284,
Care of "Daily Press" Office.
[1284]

TO LET.

SUITABLE FOR COAL STORAGE.

VACANT PLOT of Land at YAMAT.

Apply to—THE HONGKONG LAND RECLAMATION CO., LTD. [1417]

TO LET.

VACANT PLOT of Land, Praya East.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. [1495]

FOR SALE.

PROFESSIONAL MOTION PICTURE CAMERA complete.

Apply to—BOON CO.
King-Howard Hotel. [1495]

AUCTIONS.

G. R. PUBLIC AUCTIONS.

BY APPOINTMENT
HUGHES AND HOUGH,
AUCTIONEERS TO THE GOVERNMENT AND AUSTRIAN.

General Auctioneers,
Share, Coal and General,
Produce Brokers

G. R. PUBLIC AUCTION.

The Underigned have received instructions from THE MARSHAL OF THE PEACE Court, to sell by Public Auction,
TO-DAY (THURSDAY),

November 27th, 1919, at 11 A.M. at The Police Barracks, YAMAT.

"BLACKHEAD."

Built at Cosmopolitan Dock, 1907,
Length 8 P. 63 feet,
Beam 10 10
Depth 5 5 3 inches.

ENGINES—Compound Surface Con-
BOILER—Diameter 4 feet 8 inches x 5 feet 8 inches.

Terms:—Cash.
HUGHES & HOUGH,
Auctioneers to the Government,
Hongkong, November 26th, 1919. [1551]

TO-MORROW (FRIDAY).

The Underigned have received instructions from THE MARSHAL OF THE PEACE Court, to sell by Public Auction,
(For Account of the Consignor)

November 28th, 1919, at 10.30 A.M. at their Sales Rooms, No. 5, Des Vaux Road, Corner of Des Vaux Road and
A SMALL CONSIGNMENT OF WATCHES.

By well known maker
(Suitable for Xmas presents).
AND
A quantity of assorted Jewellery.

Terms:—Cash.
HUGHES & HOUGH,
Auctioneers.

FOR SALE.

At their Sales Rooms, No. 5, Des Vaux Road, Corner of Des Vaux Road and

A 16-BORE HAMMER GUN, in good condition, in soft leather case.

This gun is eminently suitable for use in India, China or North China, as it is fitted with interchangeable barrels, and can be used for all other birds or big game.

Also
On E. P. Tent in very good condition, Suitable for 6 persons.

Particulars from the Underigned.
Terms:—Cash.
HUGHES & HOUGH,
Auctioneers.

G. R. PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction, to be held on MONDAY, the 1st day of December, 1919, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Waiwai Gap Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty's Lands, for one further term of 75 years.

PARTICULARS OF THE LOT.

The lot is situated in the Waiwai Gap Road, in the Colony of Hongkong, and is bounded on the north by the Waiwai Gap Road, on the south by the Waiwai Gap Road, on the east by the Waiwai Gap Road, and on the west by the Waiwai Gap Road.

The lot is situated in the Waiwai Gap Road, in the Colony of Hongkong, and is bounded on the north by the Waiwai Gap Road, on the south by the Waiwai Gap Road, on the east by the Waiwai Gap Road, and on the west by the Waiwai Gap Road.

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ENTIMATION

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED 1871.

CONFECTIONERY:

we have received fresh stocks of

CADBURY'S

CHOCOLATES

and

BUCHANAN'S

CHOCOLATES:

King George—Bournville Nut—

Queen's—Selected—Princess—

Boudoir—Exquisite—Opera and

other varieties.

A. S. WATSON & CO.,
LIMITED.

THE HONGKONG DISPENSARY.

DEATH.

BRITON. At No. 1 Bellios Terrace, on November 26th, 1919, MARIA CARMO DE BRITON, aged 37. Deeply regretted. Shanghai and Japan papers please copy. [1574]

The Daily Press.

HONGKONG NOVEMBER 27th, 1919.

THE STUDENTS' BOYCOTT IN CHINA.

Even though the boycott movement in China be based on patriotic grounds there is no excuse for the excesses which the students have committed in its propagation. While conceding that the Chinese people are at liberty to refrain from buying goods of Japanese origin if they think fit, it is time to protest when, in pursuit of their campaign, they encroach upon the right of all foreigners in their midst to carry on their commercial avocations undisturbed. The feeling of resentment over the Shantung question does not justify interference with imports in the care of the Customs officials or the destruction of consignments which happen to be of Japanese manufacture. Judging from the incidents which have occurred at several of the Treaty ports and elsewhere, the high-handedness of the students threatens to involve the nation in serious political difficulties. It is surprising that the authorities have not realized the grave consequences likely to ensue from permitting irresponsible boys and girls to take an active part in international disputes. The students have organized processions, raided shops, destroyed merchandise, and harassed the populace in furtherance of the boycott. It is impossible to believe that they would have resorted to such extreme measures without the connivance of their parents and

friends. That this is really the case is shown by the support which responsible Chinese have given to the demands of the students for the dismissal of the Superintendent of Police at Canton because, by his orders, some of the ringleaders of the boycott movement were arrested during a violent fracas. To the students' cry of indiscipline, the serious situation at Foochow is directly attributable. It is difficult from the conflicting statements of the Chinese and Japanese to discover exactly what occurred at that port. According to the Chinese, the Japanese fired on a procession of students which was passing over the On Lok bridge in its tour of the town in furtherance of the boycott movement. The Japanese shot one of the students dead and wounded two others, whom they carried away. The local authorities, soldiers and policemen marched to the scene to render assistance. One of the policemen was shot dead and another student was wounded. There is a gap in the story which must be bridged before passing judgment. It is not stated what happened just before the Japanese began firing on the crowd. The Japanese version alleges that the Chinese students were the aggressors, inasmuch as three of them "waylaid the Formosan coolies" in charge of some cotton goods, which a local Japanese firm was sending out of the country. A fight ensued with the result that the Chinese students were overpowered. One of the students was handed over to the Chinese police, and two others fled to the Y.M.C.A. headquarters, where they were joined by several hundred students, who hurried to the spot. They met a few Japanese and a number of Formosan coolies in the street. The students were reinforced by a band of rowdies. It appears that some armed Chinese soldiers and police also participated in the row. As the Chinese fired their rifles, the Japanese answered with revolvers and sticks. Five Japanese are stated to have been badly wounded. If the Japanese account is correct, the chief blame lies with the students. The Japanese account does not mention that any Japanese was killed or injured when "the Chinese fired their rifles," and, in the circumstances, it is difficult to plead justification for the extreme measures which were adopted in retaliation. Apparently the Japanese had provoked, but they would have been wiser to seek the protection of their Consul instead of taking the law into their own hands. The Japanese are reported to have dispatched warships to the port and to have landed troops, who have arrested a number of Chinese students and merchants. The reason for this is not given. The Chinese are very much incensed at this violence, and have demanded (1) the dismissal of the Japanese Consul at Foochow, (2) a Japanese apology, (3) the punishment of Japanese murderers, (4) the payment of an indemnity, (5) the prohibition of possession of arms by Japanese, and (6) punishment of the Japanese officer. The subject has been taken up by the Chinese Minister of Foreign Affairs with the Japanese Minister at Peking, who is said to have contended that the fault lay with the Chinese officials at Foochow for failing to suppress the boycott. Until the facts are established, judgment must be suspended. The Foochow disturbance and its sequel, however, should serve to warn the Chinese authorities of the danger of permitting impetuous boys and girls to assume dictatorial powers. If timely steps are not taken to put a stop to their mischievous meddling, they will commit further outrages which will alienate the sympathies of other nations. Whatever else may be said in extenuation of the boycott movement, the methods pursued by the students in spreading and enforcing it overstep the bounds of law. Though it be permissible for the Chinese individually to be being pressure to bear upon the Japanese, economically, by refusing to purchase their goods, it is not within the province of irresponsible boys and girls to refuse the right of importation or to conduct retaliatory movements like an organized boycott.

Ladies are reminded that the Cup presented by Mr. Congdon will be played for to-day over the Deep Water Bay Golf course.

The case against the two Chinese arrested for an attempted armed robbery in Bridges Street, on Tuesday, has been remanded for a week.

Owing to other arrangements the Hongkong Police Victory Ball will take place at the City Hall on December 17th, instead of on December 19th, as previously announced.

The Rev. A. D. Stewart will conduct the Bible Study class at the Helena May Institute next Tuesday at 5.30 p.m. The subject will be "some modern aspects of the Resurrection."

The death occurred at Shanghai on November 21st, of Mr. Edward Wheeley. The deceased, who was 73 years of age, went to Shanghai many years ago, joining the firm of Alfred Dent & Co.

A marriage has been arranged, and will shortly take place, between Captain Michael Hughes, barrister-at-law, formerly H.B.M. Consul in China, and Victoria Cecilia Carpenter, of Gainsborough, lately of Peking.

At St. John's Cathedral, yesterday evening, the Bishop stated that the building of the new Church at Canton was being retarded owing to the authorities having taken a portion of the proposed site for the construction of a new road.

At the Helena May Institute, yesterday evening, Professor Sikarevsky gave a pianoforte recital to an appreciative audience. Miss Betsy Weyer, who was to have played, was absent owing to the non-arrival of the boat by which she was expected.

The engagement is announced of Mr. A. A. L. Tison, of H.B.M. Consular Service, eldest son of Mr. and Mrs. F. E. Tison, Camorta, Eastbourne, and Miss P. D. Innocent, daughter of Mr. J. W. Innocent, Commissioner of Customs, Wuhu, and Mrs. Innocent.

A Chinese met with his death on Tuesday afternoon by rolling down the staircase of a three-storied building as the result of attempting to place a towel on the wall. He was trying to clamber on to the roof when he overbalanced himself and fell. The body was removed to the Public Mortuary.

Mr. Montague Beart, whose death occurred at the Shanghai General Hospital, on November 20th after a short illness, was one of Messrs. Butterfield & Swire's oldest employees. Joining the firm in Hongkong in 1885, he was for many years in charge of the China Navigation Steamship stores in that port. Afterwards he moved to Chefoo, where for many years he acted as Messrs. Butterfield & Swire's agent. In 1916 he retired and went home, but soon returned. He was an enthusiastic yachtsman.

BIG FIRE IN THE CITY.
FOUR-STORIED HOUSE BURNT DOWN.
A destructive fire broke out in the city early yesterday morning, resulting in the gutting of No. 123, Queen's Road Central, a four-storied structure.

The building was used as a restaurant. At two o'clock in the morning a policeman on duty noticed a volume of smoke and flames issuing from underneath the door of the ground floor, where it is believed, the fire originated. An alarm was raised, and the inmates escaped from the doomed building in their sleeping garments, without waiting to save any of their valuables. The fire, it is said, arrived on the scene in a few minutes and began operations.

The fire, however, seemed to increase in volume, due no doubt to the strong wind blowing at the time, and, despite the strenuous endeavours of the firemen, the flames worked their way through the back of the building on to the top floor. The firemen seeing that further efforts to save the building were hopeless turned their attention to the adjoining buildings and these they literally deluged with water.

Fortunately no lives were lost but the damage done by the fire was considerable. How the fire originated is not known at the moment. The restaurant was covered by a \$7,000 insurance in two Chinese insurance companies.

The King of Siam will shortly start on a trip through the Allied countries. His Majesty will visit, also, the United States.

A coolie was working in the hatch of a Kowloon Godown lighter on Tuesday when he was knocked down by the cover and broke his leg.

A boiler-maker, accidentally fell on Tuesday, from the top of a ship, which was in the Kowloon Dock, and sustained injuries to his spine.

in them communication, which was profitable, but communion, which was essential. (Cheers.) The Church could tell them that there were voices from the angels, but that they came not through the medium of the seance or the planchette, but through these sacramental channels which have been their channels of communion with Christ's day until now. The Church could tell them of saints whom they might call upon in the name of God to help them in this earthly pilgrimage. The Church was the meeting place between the living and the dead, and concluded by asking the Church to take the question up, and to proclaim in the name of the living voice. He suggested that some committee might be appointed to investigate these matters from a Christian standpoint.

The Archbishop of Canterbury announced that the subject had not been looked by those who were responsible for the Church's government. The Lambeth Conference would consider the question in the next year. In the meantime he was taking careful notes, that in the bishops' meeting he should be prepared to take action. He would be glad to inquire, concerning the subject, from any women who had been at the conference.

THORNYCROFT

JOHN I. THORNYCROFT & Co., LIMITED,
SHIPBUILDERS AND ENGINEERS,
LONDON, SOUTHAMPTON AND BARKING.

Shanghai Office: 65, Szechuen Road.

MARINE MOTORS AND MOTOR BOATS.
MOTOR LIGHTING AND PUMPING SETS.
SHALLOW DRAFT STEAMERS.
THORNYCROFT OIL FUEL SYSTEM.

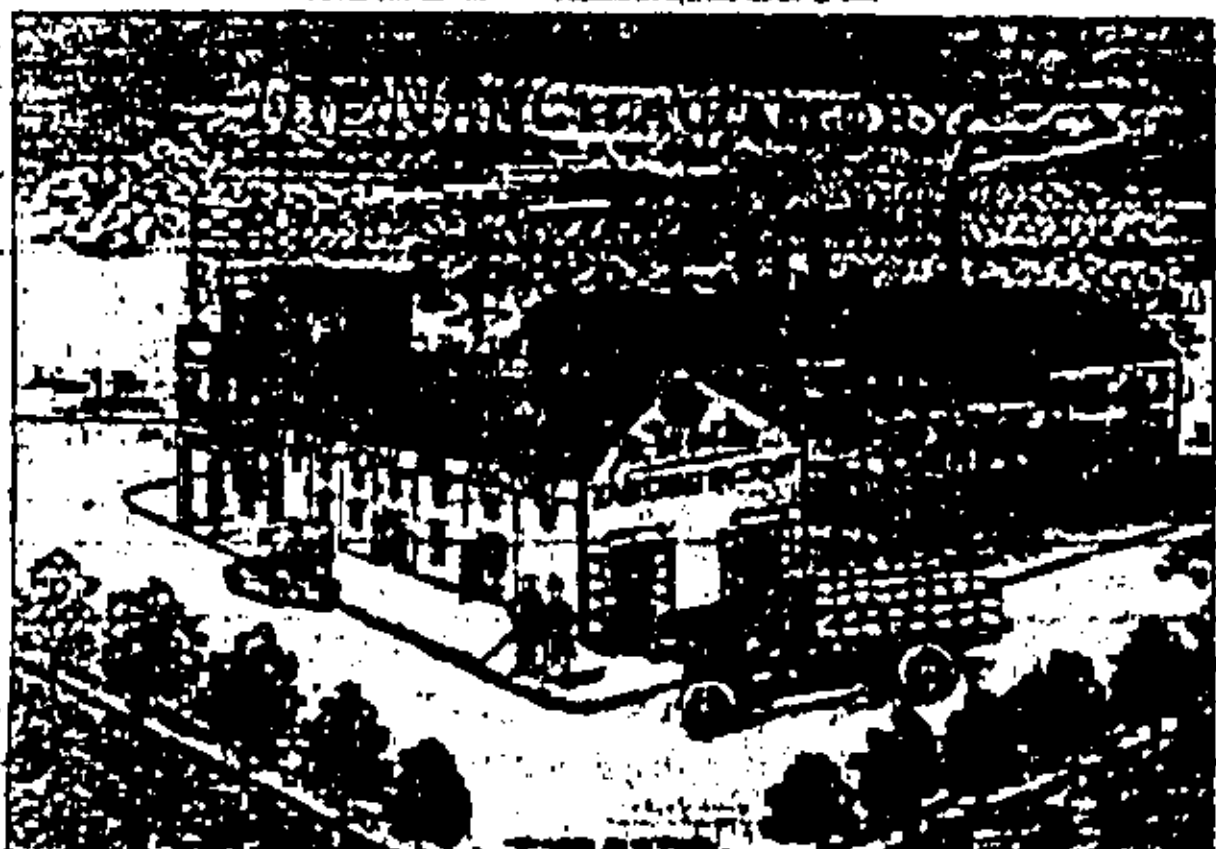
Commercial, High-speed and Pleasure Craft.

THORNYCROFT WATER-TUBE BOILERS.
THORNYCROFT MOTOR VEHICLES.

Our Motor Engineer, and our Naval Architect, both Thornycroft experts, now resident in Shanghai, will give attention to all inquiries.

Early deliveries can be made of 15-h.p., 20-h.p., 45-h.p., and 70-h.p. Kerosene Marine Engines.

R. R. ROXBURGH,
Manager for China.



IMPORTANT NOTICE.

Manufacturers the most Important Point is Improvement, and in Distilled Cleanliness. Science always insists on these Maxims.

Groundnut or Peanut Oil can be used as a substitute for Olive Oil. Butter or Lard, but when Slightly Dirty is injurious to health.

In China, by the Ordinary Methods of Extraction, Dirt and Dross are not guarded against. Our Method shows a great advance. By the use of New Machinery and New Methods Scrupulous Cleanliness is Assured.

Our Machinery during the Process Filters the Oil, while our Factory is Free from Dust. Our Oil is Clear, Sweet and Fragrant; and compares most favorably with other Oils used for Culinary purposes: there is no residue.

Prices are moderate so as to induce new business.

Analysis is always given before Shipment to Foreign Countries.

NAM CHAU OIL FACTORY.

Office: No. 28, Connaught Road West, HONGKONG.
Factory: No. 38, Kwai Lin Street, SAMSHUPO.
This Sole Proprietorship of this concern belongs entirely to a Chinese Citizen.

Noble's VALUE IS WORLD FAMOUS

Famous, not only in the Old Country, but throughout the World, are the superb values obtainable from John Noble's.

You should send to-day for the wonderful 68 page Catalogue, giving full particulars and hundreds of illustrations of the very latest styles in Women's, Men's, and Children's Wear, Dress Materials, Footwear and all kinds of Household Requisites, such as: Linens, Sheetings, Curtains, Bedding, Cutlery, etc.

Buy all such goods direct from England—from Noble's, the actual manufacturer, and thus save middle profits. Everything offered you by Noble's will give you extreme satisfaction in quality of material, design, workmanship, and price.

To save writing to England in the first place, copies of John Noble's Catalogue may be obtained, free from the "Hong Kong Daily Press," Monday, 2nd Dec.

PATTERNS John Noble, Ltd., will gladly send a splendid selection of patterns of their materials, free from any obligation to purchase.

REMITTANCES (in full) should be sent by Money Order, or by Bank Draft, payable at sight on London or Manchester.

JOHN NOBLE & CO., LTD., 10, Abchurch Lane, London, E.C. 4.



VON TIRPITZ ON JUTLAND. THE GERMAN DREAM.

The second instalment of Von Tirpitz's memoirs appearing in the *Sunday Times* exhibits the Grand Admiral as a fully disappointed man. Incidentally, it provides an account of the Battle of Jutland, which differs somewhat from that usually accepted in this country. He tells how Admiral Scheer "hastened to the conflict at top speed," and proceeds: "The English admiral, gradually altering his northerly to an easterly course, forced the head of our line also to turn. After having destroyed in a few minutes the battle-cruiser *Invincible* and two armoured cruisers of the *Warrior* class, which had just come up, our leading ships suddenly came upon the main body of the English fleet, deployed in a long line, and lying in haze and mist. Heavy fire was at once opened upon us from all these ships together.

"The situation had thus become, by accident, tactically, very disadvantageous for us. Not only would our ships have had to deploy under the fire of the whole enemy fleet in order to gain a good tactical position, but the light was such that the German ships were silhouetted against the evening sky in the west, thus presenting, in the occasional moments of good visibility, admirable objects for artillery observation; while, on the other hand, the haze to the east obscured the hulls of the British ships that their position was hardly to be discerned save by the flashes of their guns. Admiral Scheer escaped from a position which had become dangerous by turning his fleet together, a manoeuvre which few fleets in the world would have succeeded in carrying out under a rain of fire. As soon as he had reformed his fleet he swung round once again on the enemy to repeat his attack. But the approach of night made any carefully-planned battle formation impossible. If the English at this stage of the fight had felt at all superior to us they would have clung to our fleet in all circumstances; for, seeing that we had with us a squadron of older vessels of the pre-Dreadnought period, whereas their fleet consisted entirely of newly-built capital ships, it was superior to us generally in speed, possessing, in addition, a group of battleships of especially high speed.

THROUGH AN AVENUE OF FIRE.

Scheer regarded the renewal of the fight next day as a certainty. Von Tirpitz states, but "when day broke there was nothing to be seen on the whole expanse of sea. Then an airship reported that far to the west a new and apparently large fleet detachment was approaching. As a matter of fact, this proved later to be the main body of the British Fleet, which, however, soon steamed off northwards. As to the movement of the English Fleet, it is probable that it stemmed off at nightfall to the west, passing to the south of our fleet, with the rearguard, consisting of cruisers and the larger part of their destroyers, following at a considerable distance. Our fleet, on its retirement northwards, must have struck the gap which then existed between the main body and their rearguard. The mass of English destroyers, supported by cruisers, were thus presented with an incomparably favourable opportunity to attack our fleet, which was steaming in close formation in one long line. The attack was carried out with courage, but with little skill. It cost us the *Prinzess Alice*, a pre-Dreadnought, but several English cruisers, and at least six destroyers, under the fire of our ships, burst into flames, which shot upwards high above the masts of the vessels. As a superior officer of the Staff described it in a letter to me, it was like sailing through an avenue of fire.

In the afternoon of June 1st, our fleet arrived back in the river-mouths, men and officers elated, and, in a sense, surprised by their success, and by the clearly proved superiority of our personal and material. The majority of them had had no idea how good was our fleet. In spite of our numerical inferiority and the unfavourable tactical conditions, our losses were only one-third of those of the British. In the course of the year 1918 Admiral Scheer made several further efforts to bring the British fleet to an engagement; but the enemy were quite obviously avoiding any costly and disadvantageous action, and the numerical inferiority of our High Seas Fleet, together with general conditions, made it too unfavourable for us to offer battle at Scapa Flow or off Dover. It is worthy of note that one rally by our fleet brought us to within 30 knots of Sunderland and into touch with the English fleet, but we lost sight of it again in a heavy rainstorm. When the weather cleared the English fleet was nowhere to be seen.

A VICTIM TO DISASTER.

"If my advice had been followed our Navy would have won the war," is the burden of the Grand Admiral's complaint. "In spite of everything," he says, "I am to-day still convinced, and herein lies the tragedy of the result, that the Fleet could have killed its enemy, and could have aided us to secure a more honourable peace, if a right use had been made of it. The Fleet was good, the men full of eagerness for the fight, and highly trained, while the material was superior to that of the English. The most striking proof of the fighting value of our navy, and of the high opinion of its capabilities entertained by the enemy, is to be found in the fact that the English, and the more, even, the better, they were, the longer the war lasted. In spite of their ever-increasing superiority, they never attacked our forces of set purpose. They never sought any encounter. In the end our fleet fell a victim to the same disease which attacked all Germany. If it broke out on our large ships a few days earlier, and in more violent form than in the army, the real reason for this was merely the close relations which were able to be established in the dockyards between the agitator-ridden masses of the working-class and the crews, and more particularly, the stokers."



SATURDAY, NOVEMBER 29TH.
At Happy Valley.

GYMKHANA

Admission... .. \$1.00.
Tickets Now On Sale.

The Race of the day

"ST. ANDREW'S CUP"

H.E. The Governor has kindly consented to give away the cups at the conclusion of the meeting.

MONDAY, DECEMBER 1st.

At the Theatre Royal,
at 9.15 p.m.

LECTURE

By Mlle. H. Van der Flier.

Booking at Moutrie's—Seats to any part of the Theatre \$1.00 each. Soldiers and Sailors in uniform 20 cents each.

The Chair will be taken by His Honour Sir William Ross Davies, Kt., K.C.

The lecture will be illustrated by moving pictures of intense interest, among which is shown the bombardment of Antwerp. The photographs were taken from an aeroplane and German shells are plainly seen bursting over the town.

A quantity of beautiful bronze plaques specially designed for the Fund by a famous Belgian artist will be sold by ladies before and after the lecture. A number of these plaques were purchased by the Belgian Government for presentation to ladies of foreign countries who had helped in collecting money on behalf of the destitute and suffering people. Price \$5.00 each.

Do not fail to purchase one of these beautiful plaques of historic value. It will serve to remind you of the great victory of Freedom over Tyranny.

At Volunteer Headquarters.
FRIDAY, DECEMBER 19th,
From 9 p.m. to 12 midnight.

GRAND MASKED BALL.

Prizes will be given for the most Attractive Dominoes.

Admission.....\$5.00 each,
including light refreshments.

SATURDAY, DECEMBER 20th,
at 3 p.m.

Admission.....\$1.00
CABARET, TOMBOLE, DANCING,
TEA, ETC.

Also
THE "EVERYTHING" STALL.
DANCING will continue until Midnight.

Motto for December 19th & 20th:

"DANCE FOR
DEVASTATED FRANCE."

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S. K. TSAN & CO.
HONGKONG & SWATOW.

2. WHOLESALE AND RETAIL.

Swatow Drawn Thread Work.

Canon Embroidery, Grass Cloth.

Filet, Cluny, Point Crochet Lace

and SHE Fancy Goods, etc., etc.

54, QUEEN'S ROAD CENTRAL,

HONGKONG.

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DAIRY FARM NEWS

OWN HOUSE-FED POULTRY

We are now able to supply our customers with own fed poultry and to meet all demands.

Our present stock consists of specially selected birds which are in prime condition and should give every satisfaction.

FRANKFURTER SAUSAGES

THIS WEEK'S SPECIALITY

TRY THEM

THE DAIRY FARM AGE AND COLD

STORAGE CO., LTD.

[105]

THEATRE ROYAL. MR. T. DANIEL FRAWLEY presents the FRAWLEY COMPANY

LAST NIGHTS

LAST NIGHTS

TO-NIGHT

TO-NIGHT

"THE MAN WHO CAME BACK."

SATURDAY,
Nov. 29th.

LAST NIGHT

By special request

"PARLOR BEDROOM & BATH."

Prices as Usual.

Booking at MOUTRIE'S.

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SHEWAN, TOMES & CO.

MOTOR DEPARTMENT.

Distributors for

COLE DODGE & OLDSMOBILE Cars.

FEDERAL Trucks-FISK Tires.

HARLEY-DAVIDSON Motorcycles.

ARROW, BRENNAN, JACOBSEN, METZ.

RED WING, ROBERTS & VENN.

SEVERIN Marine engines.

We stock Spare Parts also carry a complete line of Auto-Accessories and Motorboat Fittings.

Motor Car Storage

and

Repairs of all descriptions under European supervision.

Re-painting a speciality.

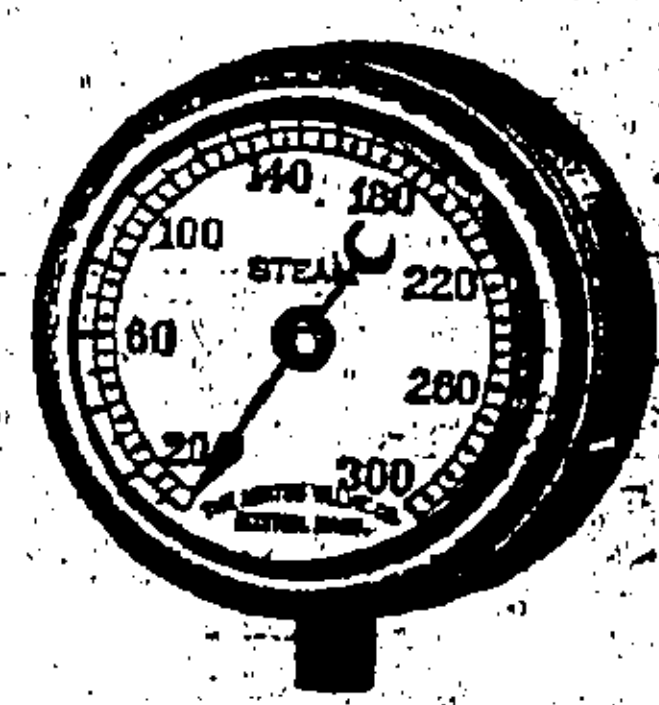
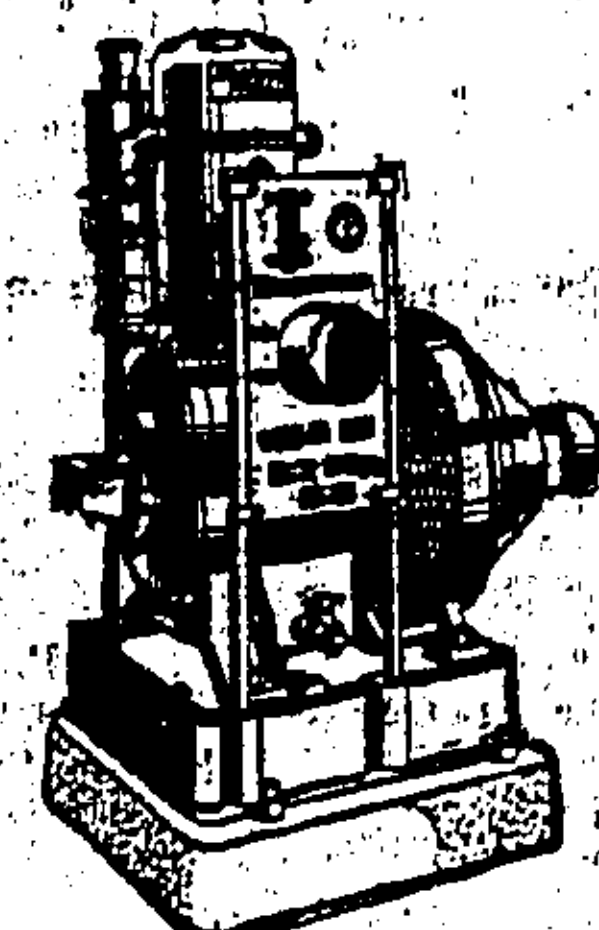
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No. 7, Russell St.

Phone 659.

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Pressure Gauges

for all purposes.

Sole Agents for

Ashton Valve & Gauge Co.

Union Engineering Co., Ltd.,

HONGKONG.

TEMPORARY OFFICES

Top Floor Pattee Building.

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THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAM FOR STRAITS, CEYLON, BOMBAY, EGYPT, MEDITE- RANEAN PORTS & LONDON.

Through Bills of Lading issued for British, American, Continental, and South African Ports.

THE Home-ward Mail Steamer "DEWARA" carrying His Majesty's Mail, will be despatched from this port about December 15th, 1919, taking cargo for the above Ports.

Passenger accommodation in the connecting vessel, if available, secured before departure from Hongkong.

Silk and Valuable Cargo for India, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the co-carrying Steamer for Marseilles and London.

Passes will be received at the Office until Monday day before sailing. The tickets and value of all packages are required.

For further particulars, sailing dates, etc., apply to

MACKINNON, MACKENZIE & Co., Agents, P. & O. S. N. Co.

Post Box 112,
25, Des Voeux Road Central.

MARTIN'S APOLASTEL

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S.S. "VICTORIA"

will be despatched

For MANILA, SANDAKAN, THURSDAY ISLAND and AUSTRALIAN PORTS.

Hence on or about December 1st. This steamer has magnificent first class accommodation and is fitted with wireless.

Freight and passage apply to the Company's Office, No. 22, Des Voeux Road Central, 1st floor (Wing On Co., Ltd.'s Building).

THE CHINA & AUSTRALIA STEAM SHIP CO., LTD.

Agents.

Hongkong, Nov. 25th, 1919.

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AMERICAN & ORIENTAL LINE

For NEW YORK via Panama Canal
S.S. "SUVERIC" sailing about end of January.

ORIENTAL AFRICAN LINE
INDIAN AFRICAN LINE

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transshipment at CAIRO, SUEZ and/or COLOMBO.

For particulars apply to—
THE BANK LINE, LTD.
Managing Agents.

"ELLERMAN" LINE.
(McLellan & Bucknall Steamship Co., Ltd.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

subject to change without notice.

For particulars of sailings shippers are requested to apply to the

undersigned.

or to Messrs & Co., Canton.

THE BANK LINE, LTD.

General Agents.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamer	To Sail
SWATOW & SINGAPORE	"LINAN"	On 27th Nov., 11 A.M.
SHANGHAI	"SINKIANG"	On 27th Nov., Noon.
SHANGHAI & TIENTSIN	"CHENAN"	On 29th Nov., 4 P.M.
HONGKONG & HAIPHONG	"KAIKONG"	On 30th Nov., 10 A.M.
HONGKONG & BANGKOK	"KANCHOW"	On 2nd Dec., 8 A.M.
SWATOW & BANGKOK	"SEANGTUNG"	On 2nd Dec., Noon.
SHANGHAI	"SEANGTUNG"	On 2nd Dec., Noon.
MANILA, CEBU & ILOILO	"MING"	On 9th Dec., 3 P.M.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

SEANGTUNG LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,

Agents.

Telephone 32

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Lights and Fans in staterooms and Saloons and Excellent cuisine.

FOR
SWATOW, AMOY AND FOOCHEW
AND RETURN.

(Occupying 9 to 10 Days).

"HAIHONG"	Capt. J. W. Evans	FRIDAY,	28th Nov., at 1 P.M.
"HAICHING"	Capt. A. H. Stewart	TUESDAY,	2nd Dec., at 1 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LARBAIK & CO.,
General Manager.

NEW YORK DIRECT.

Joint Service of the

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.)

AND
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"KNIGHT TEMPLAR"	via Panama	2nd Dec.
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Steamers proceed via Suez Canal or Panama Canal at Owner's option.
Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG.

HONGKONG AND CANTON.

BEIR & CO., CANTON.

P. & O. - BRITISH INDIA,
APCAR AND EASTERN &
AUSTRALIAN LINES

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF,

WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA;

AUSTRALASIA INCLUDING NEW ZEALAND & QUEENS-

LAND PORTS, RED SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"TRAZOS-MONTES"	19,000	1st Dec.	London, Vladivostok via Suez
"DILWARA"	5,500	16th Dec.	Straits, Ceylon, Bombay.
"NOVARA"	7,000	19th Dec.	MARSEILLES & LONDON direct.
"KASHGAR"	9,000	29th Dec.	Do.

BRITISH INDIA-APCAR SAILINGS (South)

"ARRATOON APCAR"	4,500	25th Dec.	Straits, Rangoon & Calcutta.
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EASTERN & AUSTRALIAN SAILINGS (South)

"EASTERN"	4,000	27th Nov. 3 P.M.	Sandakan, Timor, Port Darwin, Thursday Island, Queensland, Port and Sydney.
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SAILINGS TO SHANGHAI & JAPAN

"KASHGAR"	9,000	27th Nov. 4 P.M.	Shanghai, Kobe & Yokohama.
"ARRATOON APCAR"	4,500	1st Dec.	Shanghai & Kobe.
"DILWARA"	5,500	4th Dec.	Shanghai.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.
1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.
All Cabins are fitted with Electric Fans free of charge.
Steamers and Sailing dates are liable to be cancelled or altered without notice.
Parcels Measuring not more than 2 1/2 ft. x 2 1/2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents, or advice.
Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GORDON & DONOVAN, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.
For Further Information, Passage Fares, Freight, Handbooks, etc., apply to
MACRINNON, MACKENZIE & CO.,
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THE ADMIRAL LINE.
PACIFIC STEAMSHIP CO.
TRANS-PACIFIC FREIGHT SERVICE.
Operating the following L.S. Shipping Board SteamersFor SEATTLE, TACOMA, VICTORIA, VANCOUVER.
(Calling at Shanghai and Kobe).

"ENDICOTT"	About	Dec. 2nd.
"ELKTON"	About	Dec. 5th.
"WYTHEVILLE"	About	Dec. 5th.
"ELDRIDGE"	About	Dec. 10th.
"EDMORE"	About	Dec. 24th.
"CITY OF SPOKANE"	About	Jan. 5th.
"ICONIUM"	About	Jan. 20th.
"SEATTLE SPIRIT"	About	Feb. 1st.
"WHEATLAND"	About	Feb. 15th.

For PORTLAND direct.

"WABAN"	About	Dec. 19th.
"WAWALONA"	About	Dec. 29th.

Through Bills of Lading issued to Overseas Consignees.

For Freight and Particulars apply to

THE ADMIRAL LINE.

Telephone 2477 & 2478.

Fifth Floor, HONG MANHONG.

FOR NEW YORK

AMERICAN ASIATIC S.S. CO.

S.S. "SLAVIC PRINCE"

will be despatched for NEW YORK via SUEZ CANAL on or about
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For Freight and further particulars, apply to—

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TOYO KISEN KAISHA.
SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice.

Steamers	Tons	Leave Hongkong
SIBERIA MARU	30,000	Nov. 28th (from Kobe)
KOREA MARU	30,000	Dec. 2nd
NIPPON MARU	11,000	Dec. 8th (from Yokohama)
TENYO MARU	32,000	Dec. 15th
SHINYO MARU	32,000	Jan. 15th
PERBIA MARU	9,000	Feb. 3rd, 1920.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO CRUZ, BALBOA, CALLAO, ARICA, and IQUIQUE.

THENCE BY TRANS-ANDERSON ROUTE TO BUENOS AIRES.

Steamers	Tons	Leave Hongkong
KIYO MARU	17,200	Jan. 9th, 1920.
AYO MARU	15,400	Mar. 13th.
SEIYO MARU	14,100	May, 11th.

Tickets are interchangeable with the Canadian Pacific Ocean Services, Ltd. and the Pacific Mail Steamship Co.
Passengers may travel by Rail between Ports of Call in Japan free of charge.
For full information as to rates, sailings, etc., apply to—
T. DAIGO, Manager,
King's Building.

Telephone 2374 and 2375.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

Destination	Steamer & Displacement	Sailing Days
SHANGHAI, KORE & JAPAN	"PORTHOUS"	On or about 11th Jan 1920.
YOKOHAMA	"AMAZONE"	On or about 28th Jan.

MARSEILLES via HAIPHONG, SAIGON, SINGAPORE, COLOMBO, DUTCHOUT, SUEZ, PORT SAID	"SPHINX"	On or about 10th Dec.
	"ANDRE LEBON"	On or about 25th Dec.
SHANGHAI	"SCHARNHORST"	On or about 30th Dec.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY

For full particulars regarding sailings, etc., apply to—

B. RODENFUSER,
Acting Agent,
Queen's Building.

Telephones 740.

O. S. K.
OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.
"ALPS MARU" ... Beginning of December.
"ANUR MARU" ... End of Dec. or early Jan.

GENOA—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamer.

BUENOS AIRES, RIO DE JANEIRO SANTOS, MAURITIUS, DURBAN and CAPE TOWN via SINGAPORE.
"SUMATRA MARU" ... Middle of December.

BOMBAY COLOMBO—Regular fortnightly service via Singapore.

"SAIGON MARU" ... Thursday, 27th November.

"KASADO MARU" ... Friday, 7th December.

SAIGON, BANGKOK, SINGAPORE—Regular Monthly services.

"UNNAN MARU" ... Monday, 1st December.

SYDNEY, MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

"KUNAJIRI MARU" ... Thursday, 11th December.

VICTORIA, VANCOUVER, SEATTLE, TACOMA—

Regular fortnightly services touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

"CANADA MARU" ... Thursday, 27th November.

"ARABIA MARU" ... Saturday, 30th December.

* calling at Manila

* calling at Shanghai

JAPAN PORTS—Moj, Kobe, Yokkaichi, Yokohama.

KEELUNG via SWATOW, AMOY—These steamer

have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O.S.K. wharf near the Harbour Office.

"KAIJO MARU" ... Sunday, 30th November.

For TAKAO via SWATOW and AMOY.

"BOSHI MARU" ... Thursday, 4th December.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745.

No. 1, Queen's Building.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" "CHINA" "NILE"
12,000 tons 10,000 tons 11,000 tons

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

via SHANGHAI, JAPAN PORTS and HONOLULU

"NANKING" "CHINA" "NILE"
13th Jan. 1920 Jan. 31st, 1920 Dec. 20th

[An unsurpassed high-class passenger service.]

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